U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM

CONGRESSIONAL SUBMISSION
FISCAL YEAR 2006

PACIFIC OCEAN DIVISION

Budgetary information will not be released outside the Department of the Army until 7 February 2005

DEPARTMENT OF THE ARMY
FISCAL YEAR 2006

PACIFIC OCEAN DIVISION

Table of Contents

	Page No.
Surveys	
Ala Wai Canal, HI	5
Hagatna FDR, Guam	4
Kahuku, HI	7
Yakutat, AK	3
Construction	
Chignik Harbor, AK	9
Kikiaola Harbor, HI	14
Operation and Maintenance	19

DEPARTMENT OF THE ARMY
FISCAL YEAR 2006

SUMMARY PACIFIC OCEAN DIVISION

	FY 2005 Allocations $	FY 2006 Request $	Increase or Decrease $
General Investigations			
Survey	1,090,000	1,050,000	(40,000)
Preconstruction Engineering and Design	0	0	0
Subtotal General Investigations	1.090,000	1,050,000	(40,000)
Construction, General			
Construction	3,998,000	5,550,000	1,552,000
Operation and Maintenance, General			
Operation and Maintenance	15,814,000	22,551,000	6,737,000
GRAND TOTAL, PACIFIC OCEAN DIVISION	20,902,000	29,151,000	8,249,000

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $
1. SURVEYS - NEW					
1a. Navigation Studies: None					
1b. Flood Damage Prevention Studies: None.					
1c. Shoreline Protection Studies: None.					
1d. Special Studies: None..					
1e. Comprehensive Studies: None.					
1f. Project Review Studies: None.					

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $
2. SURVEYS - CONTINUING					
2a. Navigation Studies: None.					
2b. Flood Damage Prevention Studies: The amount of $ 400,000 is requested in Fiscal Year 2006 for two feasibility studies.					
Yakutat Flood Damage Reduction, AK	2,200,000	75,000	793,000	300,000	1,032,000

Alaska District

Yakutat is isolated among the lowlands along the Gulf of Alaska, 225 miles northwest of Juneau and 220 miles southeast of Cordova. Flooding may result from the continued advancement of the nearby Hubbard Glacier, the largest tidewater glacier in North America. In June 2004 the glacier came perilously close to closing off the fjord, which would have resulted in widespread overland flooding. A reconnaissance study was initiated in February of 2004, to determine if there is Federal interest in participating in a cost shared feasibility. The study is investigating potential flood damage reduction improvements to protect nearby resources, notably the airport, village and the world-class fishery resources of the Situk River watershed. Likely sponsors for this study include the City and Borough of Yakutat and the Alaska Department of Transportation and Public Facilities. Possible project collaborators include the U. S. Forest Service, the Corps Cold Regions Research and Engineering Laboratory, and glaciologists from the University of Alaska Fairbanks and other academia.

Fiscal Year 2005 funds are being used to complete the reconnaissance phase and initiate the feasibility phase. Fiscal Year 2006 funds will be used to continue the feasibility phase.

Total Estimated Study Cost	$4,200,000
Reconnaissance Phase (Federal)	200,000
Feasibility Phase (Federal)	2,000,000
Feasibility Phase (Local)	2,000,000

Completion of the feasibility study is to be determined.
.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $
Hagåtña River Flood Control, Guam Honolulu District	900,000	68,000	119,000	100,000	613,000

The Territory of Guam is located approximately 3,800 miles west of Honolulu. The Hagåtña River drainage basin is situated on the west-central section of the island. The drainage basin is bordered by plateau lands of northern Guam to the east and northeast; the Pago River basin to the south; coastal lowlands to the north; and sloping mountainous lands of the southwest. The basin is drained by the Agana River, which flows northerly through the downtown area of Agana, the political, commercial and economic center for Guam. Flood damages in the Hagåtña River drainage basin result from inadequate channel capacity and flat topography. The flood of record occurred in May 1976 with estimated damages of $4,000,000. Presently, there are more than 440 structures in the Hagåtña River floodplain. Previous investigations completed before 1989 demonstrated that a flood control project, providing a 100-year level of protection, could reduce average annual flood damages by more than $730,000. The area to be protected comprises about 215 acres with a total estimated value of more than $145,000,000 for land and improvements. A letter was received in May 2001 from the Government of Guam requesting the Corps assistance in reinvestigating the feasibility of the Hagåtña River flood control project. The project was authorized under the Water Resources Development Act of 1986 (PL 99-662) as Agana River, but since that time, the project was subject to deauthorization. The Government of Guam was not in a position to implement the project at that time. Since then, conditions have changed allowing the Government of Guam to make this project a higher priority. Reinvestigation needs to first identify if there is continued Federal interest and issues associated with the project. The local sponsor fully understands the cost-sharing requirements of the study and is fully committed to active participation with the Corps of Engineers.

Funds to initiate the reconnaissance study was provided by the Fiscal Year 2003 Consolidated Appropriations Resolution (P.L. 108-7). Authority to conduct this study is provided under Section 444 of the 1996 Water Resources Development Act (P.L. 104-303), as amended. The 905(b) report was approved by HQUSACE in April 2004. Fiscal Year 2005 funds are being used to execute the feasibility cost sharing agreement (FCSA) and initiate feasibility phase activities. Fiscal Year 2006 funds will be used to continue feasibility phase studies. The total estimated cost of the feasibility phase is $1,200,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,300,000	
Reconnaissance Phase (Federal)	100,000	
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Non-Federal)	400,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

Completion of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $
2c. Shore Protection: None.					
2d. Special Studies: The amount of $--- is requested in Fiscal Year 2006 for two feasibility studies.					
Ala Wai Canal, Oahu, HI Honolulu District	2,685,000	907,000	119,000	400,000	1,259,000

The Ala Wai Canal, located in the Waikiki area on the Island of Oahu, is a two-mile long man-made waterway constructed during the 1920's that has served as a collection and transmission point for discharged silt, pollutants and floodwaters from the Makiki, Manoa and Palolo drainage basins and surrounding areas of Waikiki. This drainage area encompasses a total land area of approximately 16.3 square miles and is considered to be the most densely populated area in the state. The two-mile long canal is approximately half a mile inland from Hawaii's major landmark and primary tourist destination Waikiki Beach. The 150-to 250-foot-wide canal was originally dredged to a depth of 25 feet. In recent years the accumulation of debris, especially at the confluence of the major stream tributaries of the Makiki and Manoa-Palolo Streams and the Ala Wai Canal, has resulted in depths of only one to two feet. With increased urbanization of the drainage basin, the potential flood risk to the Waikiki area has become a major concern to the local sponsor. During the passage of Hurricane Iniki in 1992, the Ala Wai Canal overtopped its bank near the McCully Bridge and caused some flooding of streets in the Waikiki area. Flood mitigation measures, including both non-structural and structural alternatives, will be addressed and investigated for potential implementation.

The Ala Wai Canal also serves as an important link between the freshwater ecosystems of the upper drainage basins and the marine environment along the coast. Endemic amphidromous species such as native gobies and shrimp that had once utilized the Ala Wai Canal as a migratory pathway from the mountains to the sea are nearly non-existent. The accumulation of silt and pollutants over the years has resulted in a steady decline in water quality and has affected water flow and circulation. In a cooperative effort with Federal, State and local agencies, an effective comprehensive management and restoration plan will need to be implemented to restore aquatic habitat and biological diversity once present in the canal and upstream tributaries.

The community in this highly developed urban center is very active and interested in improving the overall health of the watershed, as is evidenced by numerous community restoration activities. The community, through the local sponsor, has requested an expansion of the project to address environmental degradation and flood control throughout the entire Ala Wai watershed. Budgets for FY06 and beyond reflect the expansion of the Ala Wai Canal Project.

The feasibility cost sharing agreement was executed in April 2001 with the State Department of Land and Natural Resources. Fiscal Year 2005 funds are being used to complete the hydraulic analysis of the canal and continue economic analysis. Fiscal Year 2006 funds will be used to initiate hydrologic and hydraulic studies of the upper stream area and to initiate the environmental documentation. The total estimated cost of the feasibility phase is $5.1M, which is to be cost

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $

shared at 50 percent by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$5,245,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	2,560,000
Feasibility Phase (Non-Federal)	2,560,000

The completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $
Kahuku Watershed, HI Honolulu District	700,000	264,000	79,000	250,000	107,000

The Kahuku Area is located on the northeastern coast of the island of Oahu, State of Hawaii, between Kawela and Laie along Highway 83 and covers approximately 2.525 sq kilometers. The Kahuku Village has historically experienced repeated flooding and drainage problems. The most recent major storm occurred in March 1991, and caused substantial damage to the community, flooded the James Campbell National Wildlife Refuge as well as area aquaculture farms, residences, schools, and businesses. Estimated losses from this event totaled $6.4 to $10.3 million. Several factors can be cited: (1) Ponding in the flat, low-lying developed areas on both sides of Kamehameha Highway due to lack of an adequate drainage system; (2) The formation of sand dunes at the channel mouths which prevent floodwaters from discharging into the ocean; and, (3) Land developments that may have impeded flows to the ocean. The feasibility study is identifying and evaluating alternatives to address the flooding issues in the Ohia Stream and Hospital Ditch basins. Opportunities to address the enhancement of the adjacent wildlife refuge are being considered in the development of project alternatives.

Authority to conduct this study is provided under Section 209 of the Flood Control Act of 1962, Public Law 87-874. The Feasibility Cost Sharing Agreement was executed in December 2002. The State of Hawaii and the City and County of Honolulu equally share local co-sponsorship. Both agencies are fully aware of the cost sharing requirements of the project. Fiscal Year 2005 funds are being used to continue the hydraulic design and initiate the environmental documentation. Fiscal Year 2006 funds will be used to continue feasibility level activities. The total estimated cost of the feasibility phase is $1,200,000 and will be shared on a 50-50 percent basis by Federal and non-Federal interests with consideration for in-kind credits to the non-Federal sponsors. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,300,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	600,000
Feasibility Phase (Non-Federal)	600,000

The scheduled completion date of the feasibility study is to be determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2005 $	Allocation FY 2005 $	Tentative Allocation FY 2006 $	Additional to Complete After FY 2006 $

2e. Comprehensive Studies: None.

2f. Project Review Studies: None.

3. PRECONSTRUCTION ENGINEERING AND DESIGN - NEW

3a. Navigation: None

3b. Flood Control: None

3c. Shoreline Protection: None.

3d. Multiple Purpose Projects: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN - CONTINUING

4a. Navigation: None.

4b. Flood Control: None.

4c. Shoreline Protection: None.

4d. Multiple Purpose Projects: None.

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

CONSTRUCTION, GENERAL: The amount of $5,550,000 is requested in Fiscal Year 2006 for two Navigation projects.

PROJECT: Chignik Harbor, Alaska (Continuing)

LOCATION: Chignik is located in southwest Alaska on the south shore of the Alaska Peninsula.
DESCRIPTION: The project consists of a 1,120-foot southern rubblemound breakwater and a 940-foot northern breakwater, with a 150-foot wide entrance channel through a gap in the breakwaters. The harbor will serve 9 acres of moorage.

AUTHORIZATION: Water Resource Development Act of 1996

REMAINING BENEFIT-REMAINING COST RATIO: 9.66 to 1.0 at 7 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 2.35 to 1.0 at 7-5/8 percent.

INITIAL BENEFIT-COST RATIO: 2.35 to 1.0 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Feasibility Report of February 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA:

	$	STATUS(1 January 05)	% Complete	Completion Schedule
Estimated Appropriation Requirement (COE)	9,588,000	Entire Project	78	September 2006
Estimated Appropriation Requirement (U.S. Coast Guard)	8,000			
Estimated Total Appropriation Requirement	9,596,000			
Future Non-Fed Reimbursement	965,000			
Estimated Federal Cost (Ultimate) (COE)	8,631,000			
Estimated Non-Fed Cost	2,130,000			
Cash Contributions	1,065,000			
Other	100,000			
Reimbursement	965,000			
Local Service Facilities				
Total Estimated Project	10,761,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

		Accmltd % est. FED cost	PHYSICAL DATA	Northern	Southern
Allocations to 30 September 2004	6,311,000		Breakwater length	940	1,120
Conference Allowance for FY 2005	0		Entrance Channel		
Allocations for FY 2005		1/	Width (ft)	150	
	1,277,000				
Allocations thru 2005	7,588,000	79	Depth (ft)	-19.5	
Allocations requested for FY 2006	2,000,000	100	Mooring Area		
Programmed Balance to Complete after FY 2006	0	100	Total Area	-12 to -16.5	
			MLLW Depth (ft)		
Unprogrammed Balance to Complete after 2006	0		Acres	9.0	

1/ Reflects a savings and slippage of $209,000, a rescission of $14,000 and $500,000 reprogrammed out of the project.

JUSTIFICATION: The city of Chignik is situated on the south shore of Alaska Peninsula in Southwestern Alaska. It is an active and growing island port whose economy is heavily dependent on commercial fishing. The local fleet presently anchors in the ice free, but inadequately protected harbor or ties up at the exposed city dock. At present boats are subject to overcrowding and hazardous mooring conditions between fishing periods. The anchorage is exposed to all storms from the southeast clockwise to the northwest. The violent southeast and northwest storms often damage and sometimes destroy boats by forcing them ashore or on the exposed rock reefs at low tides. The proposed project would provide a protected harbor, which would produce benefits in the form of reduced boat damage, increased fish harvest, and a harbor of refuge. The average annual navigation benefits attributable to the project are currently estimated at $1,695,400.

FISCAL YEAR 2006: The requested amount of $2,000,000 will be applied as follows:

Complete Channels and Canals	1,800,000
Complete Engineering and Design	20,000
Complete Construction Management	180,000
Total	2,000,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

	Payments during construction and reimbursements ($)	Annual operation, maintenance, and replacement costs ($)
Requirements of Local Cooperation Reimbursements Costs		
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	100,000	
Pay 10 percent of the costs allocated to deep draft navigation during construction.	1,065,000	
Pay 25 percent of the costs allocated to general navigation features during construction.	0	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation.	965,000	
Local Service Facilities		
Total Non-Federal Costs	2,130,000	0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of Chignik, Alaska, has agreed to meet all requirements of local cooperation. The Project Cooperation Agreement was signed on 18 August 2000.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $9,588,000 is an increase of $1,864,000 over the last estimate ($ 7,724,000) presented to Congress in 2003.

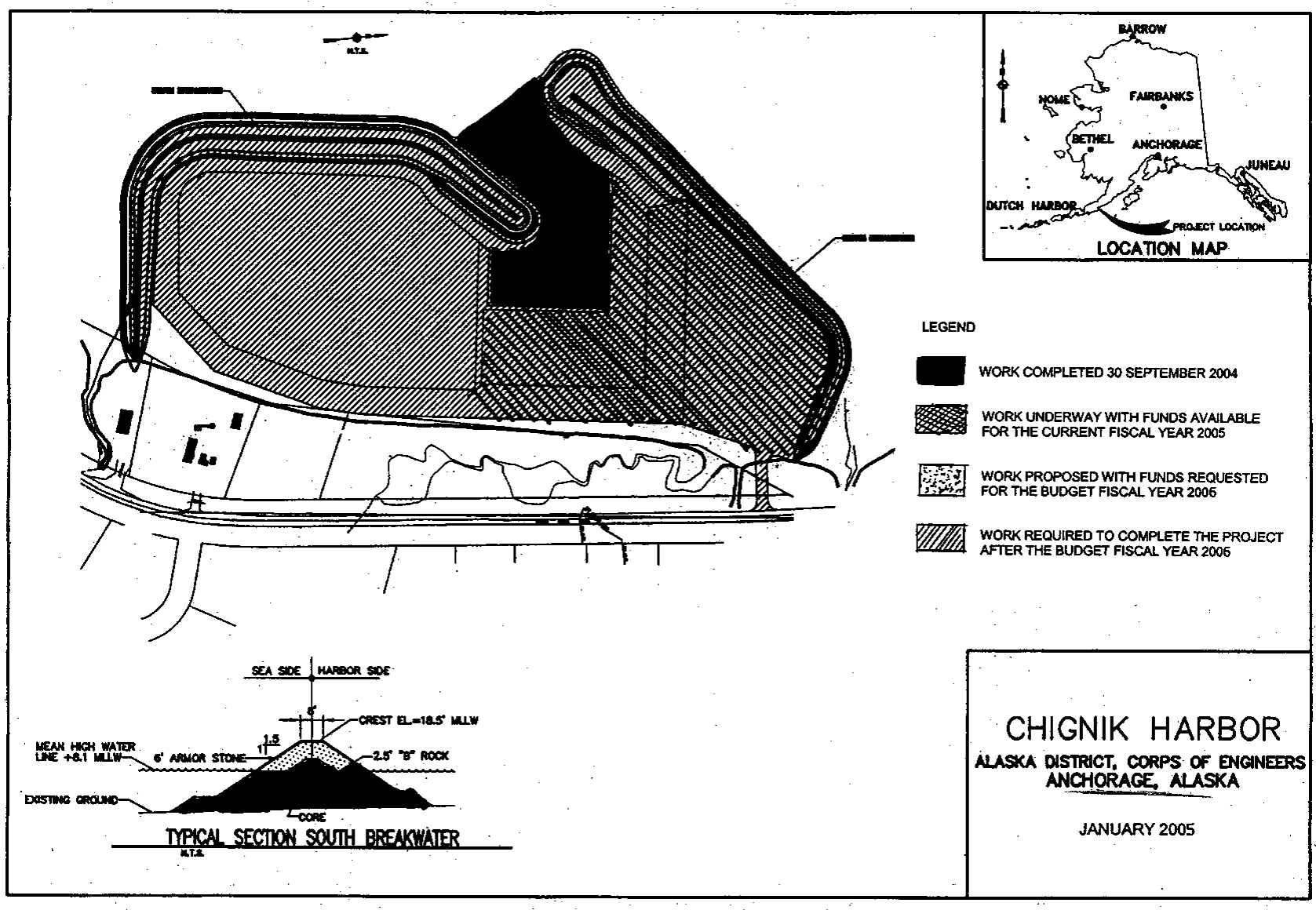
Item	Amount ($)
Price Escalation on Construction Features	300,000
Post contract award and other estimating adjustments	1,564,000
Total	1,864,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT:

- The final supplemental environmental impact statement was submitted to EPA in March 1996.
- The provisions of Section 404 of the Clean Water Act were met with the submission of the EIS including a Section 404 (b)(1) evaluation to Congress in July 1996.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1996 and construction funds in FY 1998. The scheduled completion date is a slippage from the latest presented to Congress due to changed conditions at the construction


BARROW
NOME
FAIRBANKS
BETHEL
ANCHORAGE
JUNEAU
DUTCH HARBOR
PROJECT LOCATION
LOCATION MAP
LEGEND
WORK COMPLETED 30 SEPTEMBER 2004
WORK UNDERWAY WITH FUNDS AVAILABLE FOR THE CURRENT FISCAL YEAR 2005
WORK PROPOSED WITH FUNDS REQUESTED FOR THE BUDGET FISCAL YEAR 2006
WORK REQUIRED TO COMPLETE THE PROJECT AFTER THE BUDGET FISCAL YEAR 2005
SEA SIDE
HARBOR SIDE
CREST EL.=18.5' MLLW
MEAN HIGH WATER LINE +8.1 MLLW
6' ARMOR STONE
2.5' "B" ROCK
EXISTING GROUND
CORE
TYPICAL SECTION SOUTH BREAKWATER
CHIGNIK HARBOR
ALASKA DISTRICT, CORPS OF ENGINEERS
ANCHORAGE, ALASKA
JANUARY 2005

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

APPROPRIATION TITLE: Construction, General - Channels and Harbors (Navigation)

PROJECT: Kikiaola Small Boat Harbor, Kauai, Hawaii (Continuing)

LOCATION: Kikiaola Harbor is located on the southwest coast of the island of Kauai, approximately 1 mile southeast of Kekaha and approximately 2 miles west of Waimea.

DESCRIPTION: The recommended plan consists of improvements to an existing State-owned facility initially constructed by the State of Hawaii in 1959. The plan includes removal of 150 feet from an existing outer east stub breakwater, removal and reconstruction of an 85-foot long inner east stub breakwater, modification of 220 feet of the existing west breakwater, modification of 820 feet of the existing east breakwater, dredging a new 700-foot long entrance channel to a depth of 11 feet and varying in width from 105 to 205 feet and a 320-foot long access channel to a depth of 7 feet and varying in width from 70 to 105 feet. The plan of improvements will allow berthing for 45 vessels.

AUTHORIZATION: Section 101 of the Rivers and Harbors Act of 1968 (Public Law 90-483).

REMAINING BENEFIT-REMAINING COST RATIO: 9.0 to 1 at 3-1/4 percent and 5.28 to 1 at 7 percent.

INITIAL BENEFIT-COST RATIO: 2.7 TO 1 at 3-1/4 percent.

TOTAL BENEFIT-COST RATIO: 6.6 to 1 at 3-1/4 percent and 3.44 to 1 at 7 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are based on a General Reevaluation Report approved in December 1998 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 JAN 2005)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CofE)	$7,550,000	Entire Project	0	Sept 2006
Estimated Appropriation Requirement (USCG)	35,000			
Estimated Total Appropriation Requirement	$7,585,000			
Future Non-Federal Reimbursement	738,000			

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

Estimated Federal Cost (Ultimate)	$6,847,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

SUMMARIZED FINANCIAL DATA (Continued)

PHYSICAL DATA

Estimated Non-Federal Cost		$1,678,000		Entrance Channel:
Cash Contributions	$ 839,000			Length - 700 feet
Other Costs	101,000			Width - 105 to 205 feet
Reimbursements	$ 738,000			Depth - 11 feet
Total Estimated Project Cost		$8,525,000		Modified Breakwater:
			ACCUM PCT OF EST FED COST	Length - 1,040 feet
Allocations to 30 September 2004		$ 1,779,000		New Breakwater:
Conference Allowance for FY 2005		2,500,000		Length - 85 feet
Allocation for FY 2005		2,221,000	1/	
Allocations through FY 2005		4,000,000	53	Access Channel:
Allocation Requested for FY 2006		3,550,000	100	Length - 320 feet
Programmed Balance to Complete after FY 2006		0		Width - 70 to 105 feet
Unprogrammed Balance to Complete after FY 2006		0		Depth - 7 feet

1/ Reflects reductions of $261,000 assigned as savings and slippage and $18,000 for rescission.

JUSTIFICATION: Vessels entering and leaving the existing State owned facility at Kikiaola Harbor continue to experience hazardous navigation conditions. The navigation problems at Kikiaola Harbor are directly attributed to the shallow depths in the entrance channel resulting in steep wave fronts and breaking wave conditions. In the past, numerous boats have sustained damages from the shallow depths and surge within the basin and channel. A recent survey of registered boaters on the island of Kauai revealed that about 35 percent of the respondents sustained damages averaging about $700 per incident to their vessels at Kikiaola Harbor. The conditions at Kikiaola Harbor are also responsible for the present frequency of usage of the harbor. Despite its proximity to productive fishing grounds and its strategic location for commercial passenger boat operators, Kikiaola Harbor is underutilized. The proposed modifications to existing protective structures and dredging of a deeper and wider entrance and access channels will reduce surge and wave actions within the channel and basin. Survey responses show that the proposed plan of improvements will attract commercial fishermen and commercial passenger boat operators and result in increased usage of the harbor. These users will launch an estimated 1,500 additional boat trips a year from the modified harbor. The harbor, when fully developed, will have a berthing area of 4.5 acre with a maximum capacity of 45 vessels and provide a safe transit and haven for all vessels. The average annual navigational benefits attributable to the project are currently estimated at $1,952,000.

FISCAL YEAR 2006: The requested amount will be applied as follows:

Breakwater and Harbor Construction	$3,195,000
Engineering and Design	36,000

APPROPRIATION TITLE: Construction General, Fiscal Year 2006

Construction Management	319,000
Total	$3,550,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	$ 101,000	
Pay 10 percent of the costs allocated to general navigation facilities during construction.	839,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights-of-way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	738,000	
Total Non-Federal Costs	$1,678,000	$18,000

The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period of 30 years following completion of construction.

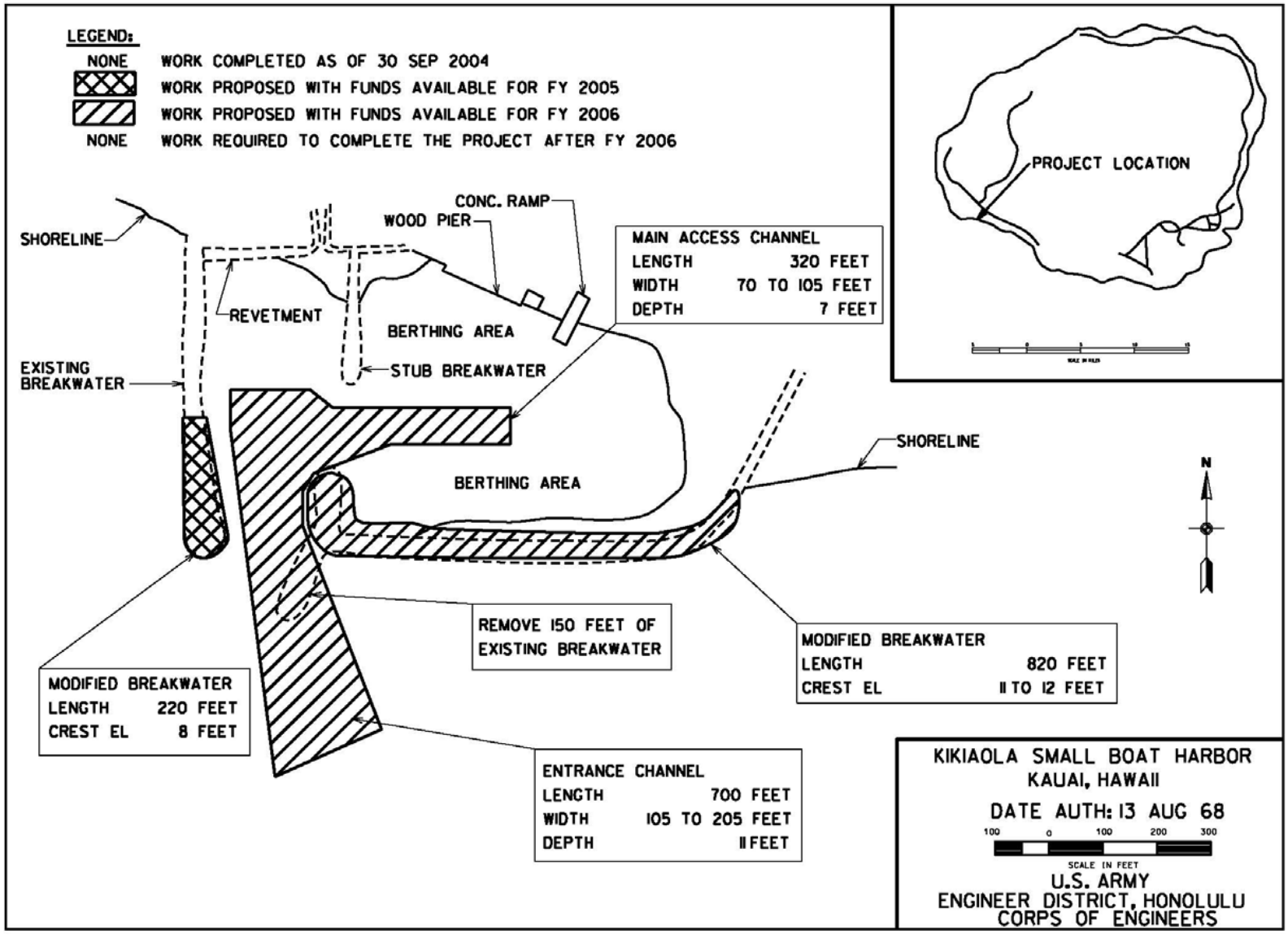
STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the State of Hawaii. In July 2003, the State Department of Land and Natural Resources reaffirmed their willingness to share the total cost of project implementation. The project cooperation agreement is scheduled to be executed in fiscal year 2005. The State of Hawaii has requested that the State berthing area (a local service facility) be constructed in conjunction with the Federal project.

APPROPRIATION TITLE: Construction General, Fiscal Year 2006
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $7,550,000 is an increase of $922,000 from the latest estimate ($6,628,000) presented to Congress (FY 2004) is attributed to price escalation on construction features and unstable bidding climate on construction contracts in Hawaii.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment/Finding of No Significant Impact was signed on 3 June 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. The General Reevaluation Report was approved by HQUSACE in December 1998. A Limited Reevaluation Report to update the project economics was completed in October 2003. A second Limited Reevaluation Report to incorporate new items of cooperation is scheduled to be completed in 2005. The construction contract is scheduled to be awarded in the fourth quarter of FY05.

APPROPRIATION TITLE: Construction General, Fiscal Year 2006



1. NAVIGATION

a. Channels and Harbors. The FY 2006 program request of $18,478,000 provides for essential maintenance of 11 channel and harbor projects named in the following list. The work to be accomplished under this activity consists of maintaining the coastal navigation channels and harbors by means of dredging and maintenance of dredged material disposal areas, all as authorized in the laws pertaining to river and harbor projects.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)
Alaska			
Anchorage Harbor	4,820,000	11,470,000	
(000360)	(0)	(0)	1. None
	(4,820,000)	(11,470,000)	2. Annual dredging Port of Anchorage; Qty increase
Dillingham Small Boat Harbor	564,000	622,000	
(004800)	(121,000)	(100,000)	1. Complete Dredged Material Management Plan
	(443,000)	(522,000)	2. None
Homer Harbor	416,000	299,000	
(080508)	(121,000)	(0)	1. Dredged Material Management Plan Completed in FY05
	(295,000)	(299,000)	2. None
Ninilchik Harbor	260,000	248,000	
(012640)	(0)	(0)	1. None
	(260,000)	(248,000)	2. None
Nome Harbor	3,568,000	2,496,000	
(072742)	(0)	(0)	1. None
	(3,568,000)	(2,496,000)	2. Sheet pile Repairs/Replacement

American Samoa

Ofu Harbor	0	1,480,000	
	(0)	(0)	1.
	(0)	(1,480,000)	2. Contract for maintenance dredging & breakwater repair
Tau Harbor	0	1,372,000	
	(0)	(0)	1.
	(0)	(1,372,000)	2. Contract for maintenance dredging

Commonwealth of the Northern Mariana Islands

Rota Harbor	187,000	260,000	
	(0)	(0)	1.
	(187,000)	(260,000)	2. Partial contract for maintenance dredging & revetted mole repair

Hawaii

Barbers Point Harbor,	232,000	231,000	
Oahu	(232,000)	(231,000)	1. None
	(0)	(0)	2.
TOTAL - NAVIGATION	11,305,000	18,478,000	
	(474,000)	(331,000)	
	(10,831,000)	(18,147,000)	

2. FLOOD DAMAGE REDUCTION

a. Reservoirs. The FY 2006 program request of $2,412,000 provides for operation and maintenance of flood control structures and related facilities, real-time data collection of hydrologic conditions, review and update of water control manuals, update and implementation of the Comprehensive Master Plan and the Operations Management Plan, Real Estate encroachment activities, and inspections as necessary at the Chena River Lakes Flood Control Project.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)

Alaska

	Estimated Obligations ($)		
	FY2005	FY2006	
State/Project Name	TOTAL	TOTAL	Reason for Change
Chena River Lakes	1,831,000	2,412,000	
(072738)	(802,000)	(830,000)	1. None
	(1,029,000)	(1,582,000)	2. Backlog – Re-surface Laurance Road
TOTAL - RESERVOIRS	1,831,000	2,412,000	
	(802,000)	(830,000)	
	(1,029,000)	(1,582,000)	

b. Channel Improvements, Inspection and Miscellaneous. The FY 2006 program request of $234,000 provides for inspections at flood control projects constructed by the Corps and operated and maintained by non-Federal interests. Inspections are conducted to monitor compliance with Project Cooperation Agreements and advise local interests of any corrective measures required to ensure that project features continue to safely provide flood control benefits. These projects consist of features such as channels, levees, seawalls, shoreline protection, and drainage structures.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)

Alaska

	Estimated Obligations ($)		
	FY2005	FY2006	
State/Project Name	TOTAL	TOTAL	Reason for Change
Inspection of Completed Works	41,000	45,000	
(076402)	(41,000)	(45,000)	1. None
	(0)	(0)	2. None
Inspection of Completed	171,000	189,000	
Works	(171,000)	(189,000)	1. None
	(0)	(0)	2.
TOTAL - CHANNEL IMPROVMENTS	212,000	234,000	
INSPECTIONS & MAINTENANCE	(212,000)	(234,000)	
	(0)	(0)	
TOTAL - FLOOD DAMAGE	2,043,000	2,646,000	
REDUCTION	(1,014,000)	(1,064,000)	
	(1,029,000	(1,582,000)	

3. ENVIRONMENTAL STEWARDSHIP

a. Natural Resources and Environmental Compliance. The FY 2006 program request of $378,000 provides for operation and maintenance of natural resources and related facilities, conservation and protection of natural resources on project lands, habitat preservation and improvements, prescribed burns, salvage (timber), signage, wildlife food plots/planting, interpretive programs, boundary surveillance and monumentation, environmental compliance management, assessments, and oversight, Training, and inspections as necessary at the Chena River Lakes Flood Control Project.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)

Alaska

	Estimated Obligations ($)		
	FY2005	FY2006	
State/Project Name	TOTAL	TOTAL	Reason for Change
Chena River Lakes	423,000	378,000	
(072738)	(313,000)	(348,000)	1. Backlog habitat preservation
	(110,000)	(30,000)	2. None
TOTAL – ENVIRONMENTAL STEWARDSHIP	423,000	378,000	
	(313,000)	(348,000)	
	(110,000)	(30,000)	

4. RECREATION

a. Facilities, Inspections, and Agreements. The FY 2006 program request of $261,000 provides for operation, maintenance, and management of recreation areas and related facilities on project lands, including trails, parking areas, visitor centers and kiosks, law enforcement cooperative agreements, compliance inspections of leases and out-grants, public events and guides, signage, tools and operating equipment, snow and ice removal, and vegetation control.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)

Alaska

	Estimated Obligations ($)		
	FY2005	FY2006	
State/Project Name	TOTAL	TOTAL	Reason for Change
Chena River Lakes	270,000	261,000	
(072738)	(270,000)	(261,000)	1. None
	(0)	(0)	2. None
TOTAL - RECREATION	270,000	261,000	
	(270,000)	(261,000)	
	(0)	(0)	

5. MULTIPLE-PURPOSE POWER PROJECTS: None

6. PROTECTION OF NAVIGATION

a. Inspection of Completed Works. The FY 2006 program request of $788,000 provides for hydrographic surveys, aerial photography, and periodic inspections at Federally maintained projects not budgeted for maintenance in the budget year. Non-Federal interests are advised of project conditions and any scheduled maintenance.

State/Project Name	ESTIMATED OBLIGATIONS ($) FY 2005 Total (Operations) (Maintenance)	FY 2006 Total (Operations) (Maintenance)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS 1. Reason for change in Operations from FY 2005 to FY 2006 (10%+/-) 2. Major Maintenance Items Budgeted in FY 2006 (Threshold $1,000,000)

Alaska

	Estimated Obligations ($)		
	FY2005	FY2006	
State/Project Name	TOTAL	TOTAL	Reason for Change
Project Condition Surveys	526,000	588,000	
(076502)	(526,000)	(588,000)	1. None
	(0)	(0)	2. None
Project Condition	522,000	200,000	
Surveys	(522,000)	(200,000)	1. Limited navigation inspections & condition surveys
	(0)	(0)	2.
TOTAL - PROTECTION OF	1,048,000	788,000	
NAVIGATION	(1,048,000)	(788,000)	
	(0)	(0)	

GRAND TOTAL	15,809,000	22,551,000	
	(3,119,000)	(2,792,000)	
	(11,970,000)	(19,759,000)	